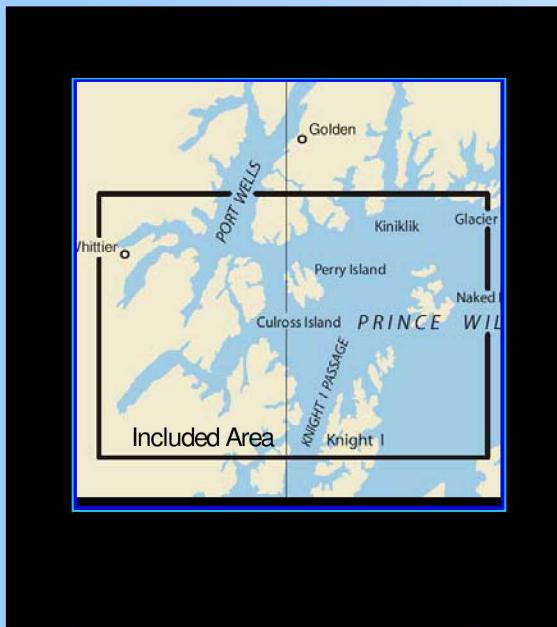


BookletChartTM

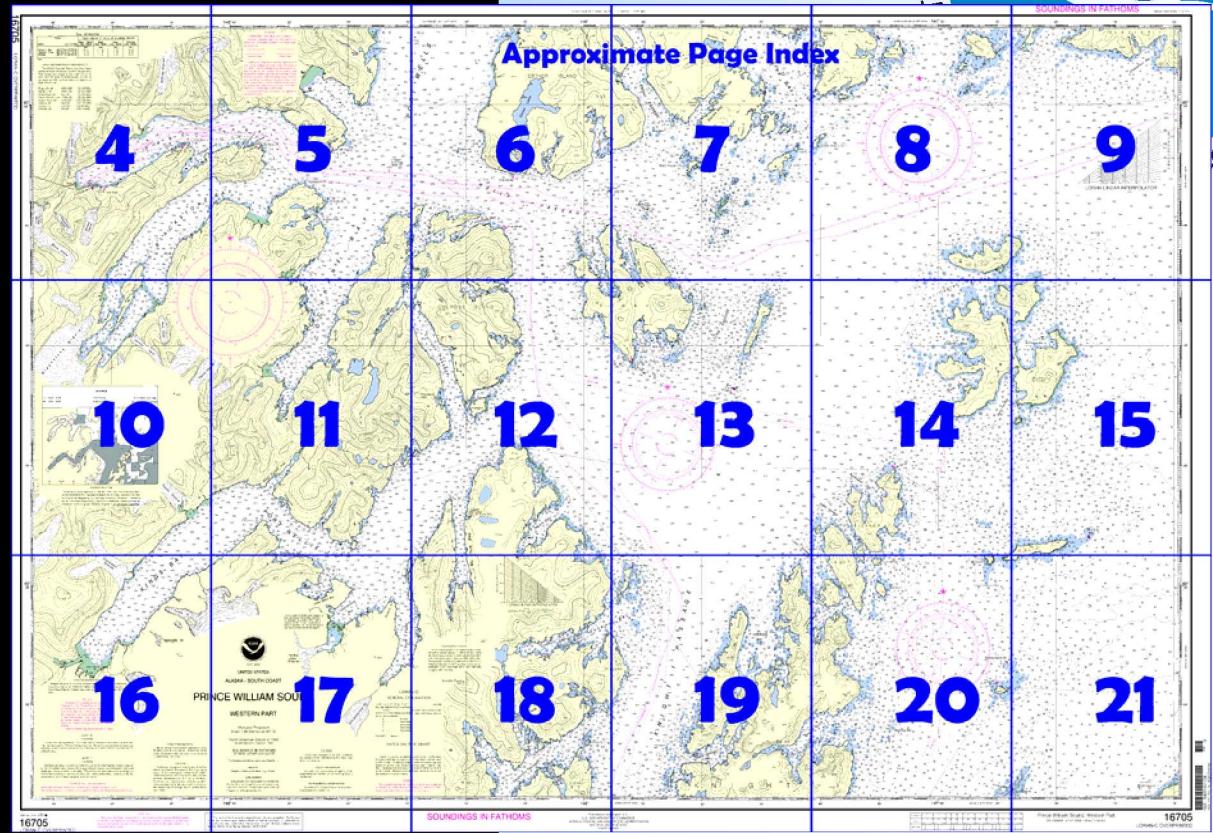
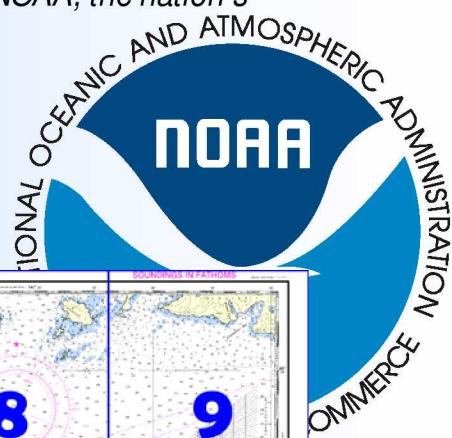
Prince William Sound - Western Part

(NOAA Chart 16705)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- Complete, reduced scale nautical chart
- Print at home for free
- Convenient size
- Up to date with all Notices to Mariners
- United States Coast Pilot excerpts
- Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov

301-713-2770

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

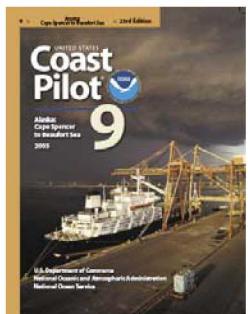
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 9, Chapter 4 excerpts]

(547) **Entry Cove**, immediately W of Point Pigot, affords good anchorage in 13 fathoms, soft bottom, with swinging room for one vessel up to 200 feet long.

(549) Anchorage is available in a cove near the head SE Cochran Bay. Small vessels should stay approximately 100 yards S of a small islet in the center of the cove to avoid a reef that extends 260 yards N from the S shore. Vessels are advised to stay midchannel, least depth 2 fathoms, at the entrance to the cove. Small vessels can anchor at the junction of the fingers at the head in 5 to 7 fathoms of water, mud bottom, or in the E finger in 2 to 4 fathoms of water, mud bottom. The cove is open to winds from the E, and local knowledge reported the cove freezes in winter.

(550) **Surprise Cove** is on the W side of Cochrane Bay 0.5 mile SW of **Point Cochrane**. The SW arm of the cove appears clear of dangers with

33 fathoms in the middle decreasing towards the head, near which indifferent anchorage is available in 12 to 15 fathoms mud and pebble bottom. The thin layer of glacial silt over the rocky bottom is poor holding ground. The W arm of Surprise Cove has a restricted entrance and can be entered only by small craft. Small craft are advised to enter the W arm of the cove S of the largest island staying midchannel in 6 to 8 fathoms of water. Continuing W past the large island, the W arm widens to 0.4 mile with average depths of 16 to 21 fathoms in the center, mud and pebble bottom.

(552) Depths along the W side of Willard Island range from 4½ fathoms off the S side to 66 fathoms off the N side. Glacial moraines, with little water over them at low water, extend from both shores of Blackstone Bay to Willard Island midway of the island's length; depths are 2½ to 3½ fathoms in a channel about 0.2 mile from the W shore. Strong localized W winds can occur over the moraine creating standing waves of 2 to 4 feet. **Blackstone Glacier**, and **Beloit Glacier** in the SE arm, are active and there are generally numerous small icebergs in the head of the bay.

(553) **Passage Canal** has its entrance at the SW end of Port Wells between Point Pigot and **Blackstone Point**, the N extremity of the peninsula separating Cochrane and Blackstone Bays. The canal trends NW for 4 miles, then W and SW about 7 miles.

(757) **Lower Herring Bay** is suitable only for small craft. The best entrance is E of Channel Rock. The principal danger in the bay is a rock that uncovers 9 feet, which is in the middle, 600 yards from the E end of the bay. The passage between this rock and the point N, between the two arms, should be used with caution. A midchannel course should be followed in the arms. Small craft can anchor in the cove on the S side 1.2 miles inside the entrance of the bay, in not less than about 10 fathoms.

(760) **The March 1964 earthquake caused a bottom uplift of 4.9 feet at Chenega Island. Shoaling and new dangers may exist requiring extreme caution until a complete survey is made of the area.**

(762) Small vessels can anchor in the cove fronting Chenega, in 5 to 15 fathoms, soft bottom. The anchorage is only partly protected from the S by the entrance islets and is not recommended in S weather. To enter, pass 300 yards W of the entrance islets on a **000°** course until within 300 yards of the shore, then swing sharply to the right and head for the school in ruins. Anchor in a suitable depth.

(763) **Whale Bay** indents the mainland 4 miles SW of Chenega. A low portage at the head of the W arm connects with the head of Port Bainbridge. The bay is deep, but small craft can find anchorage along the E shore of the S arm, and in 6 to 10 fathoms, mud bottom, in the small bight in the N side of the W arm; the latter is a very good anchorage and is directly off a bare cliff that is visible for some distance. Ice from Icy Bay often obstructs the entrance to Whale Bay.

(764) **Dangerous Passage** separates Chenega Island from the mainland. The N entrance of the passage is obstructed for a distance of about 0.6 mile off the N end of Chenega Island by a group of islets and rocks, including **Junction Island**, which is high and wooded. The northernmost obstruction of the group is a 4¾-fathom shoal 0.5 mile NNW of the island. It is difficult to pick up the N entrance at night.

(765) About 5.5 miles from the N entrance, Dangerous Passage is restricted by an island and a group of islets. **Delenia Island**, in the middle of the passage, is wooded. A small grassy islet is 275 yards N of Delenia Island; a 1¾-fathom shoal is 425 yards N of the grassy islet. The deepest and straightest channel is between this shoal and the nearby W shore of Dangerous Passage, and is 300 yards wide. The channel to the E and S of Delenia Island is wider, but a rock, bare only at lowest tides, is 225 yards E of the grassy islet. There are numerous shoals between the island and the E shore. Deeper draft vessels should pass to the W of Delenia Island, maintaining a distance of not more than 200 yards off the W shore of Dangerous Passage in the vicinity of the 1¾-fathom shoal.

(766) The best anchorage in Dangerous Passage is in the vicinity of Delenia Island. There is good holding ground about 0.3 mile SW of the Island in 15 to 20 fathoms.

Table of Selected Chart Notes

HEIGHTS
Heights in feet above Mean High Water.

Corrected through NM Aug. 11/07
Corrected through LNM Aug. 07/07

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard and National Geospatial-Intelligence Agency.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

FISHING AND HUNTING STRUCTURES

Uncharted fish and wildlife harvesting devices and structures such as fish traps, pound nets, crab traps, and duck blinds, some submerged, may exist in the area of this chart, particularly in the near shore area. Mariners should proceed with caution.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 9 for important supplemental information.

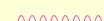
For Symbols and Abbreviations see Chart No. 1

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 2.204° southward and 7.391° westward to agree with this chart.

CAUTION

SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Rugged I, AK	WNG-526	162.425 MHz
Naked I, AK	WNG-530	162.500 MHz
Point Pigot, AK	KZG-93	162.450 MHz
Cape Hinchinbrook	WNG-532	162.525 MHz
Potato Point, AK	WNG-527	162.425 MHz
Wasilla, AK	KZG-98	162.400 MHz
Valdez, AK	WXJ-63	162.550 MHz
Whittier, AK	KXJ-29	162.400 MHz
East Point, AK	WNG-530	162.500 MHz

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

Mercator Projection
Scale 1:80,000 at Lat 60° 35'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

PRINT-ON-DEMAND CHARTS

This chart is available in a version updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts.

LORAN-C GENERAL EXPLANATION

LORAN-C FREQUENCY..... 100kHz

PULSE REPETITION INTERVAL..... 79,600 Microseconds

STATION TYPE DESIGNATORS: (Not individual station letter designators).

M	Master
W	Secondary
X	Secondary
Y	Secondary
Z	Secondary

EXAMPLE: 7960-X

RATES ON THIS CHART

Loran-C correction tables published by the National Imagery and Mapping Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the 1/4 nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

Additional information can be obtained at nauticalcharts.noaa.gov

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, *United States Coast Pilot*.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOTE B

CAUTION

During the calving season, Columbia Glacier deposits ice which may drift into the northern part of Prince William Sound. Mariners are advised to exercise extreme caution and to report all ice sightings to "Valdez Traffic" on Channel 13 (156.65 MHz).

COLREGS, 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

NOTE C

CAUTION

Mariners are urged to exercise extreme care while transiting the waters adjacent to the 10 fathom curve around Montague Island. Numerous uncharted rocks and islets are known to exist in this area. 75% of the inshore waters surrounding this island have not been surveyed since the 1964 earthquake, consequently the presence of underwater dangers is conceivable.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

TIDAL INFORMATION

PLACE	(LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Esham Bay	(60°26'N/147°59'W)	feet	feet	feet
Jackson Cove	(60°53'N/147°14'W)	12.1	11.2	1.5
Whittier	(60°47'N/148°40'W)	11.9	11.0	1.5
		11.3	11.2	1.5

NOTE: Chart was last revised: 3/96, 3/99, 11/02

Dashes (- -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.

(Aug 2007)

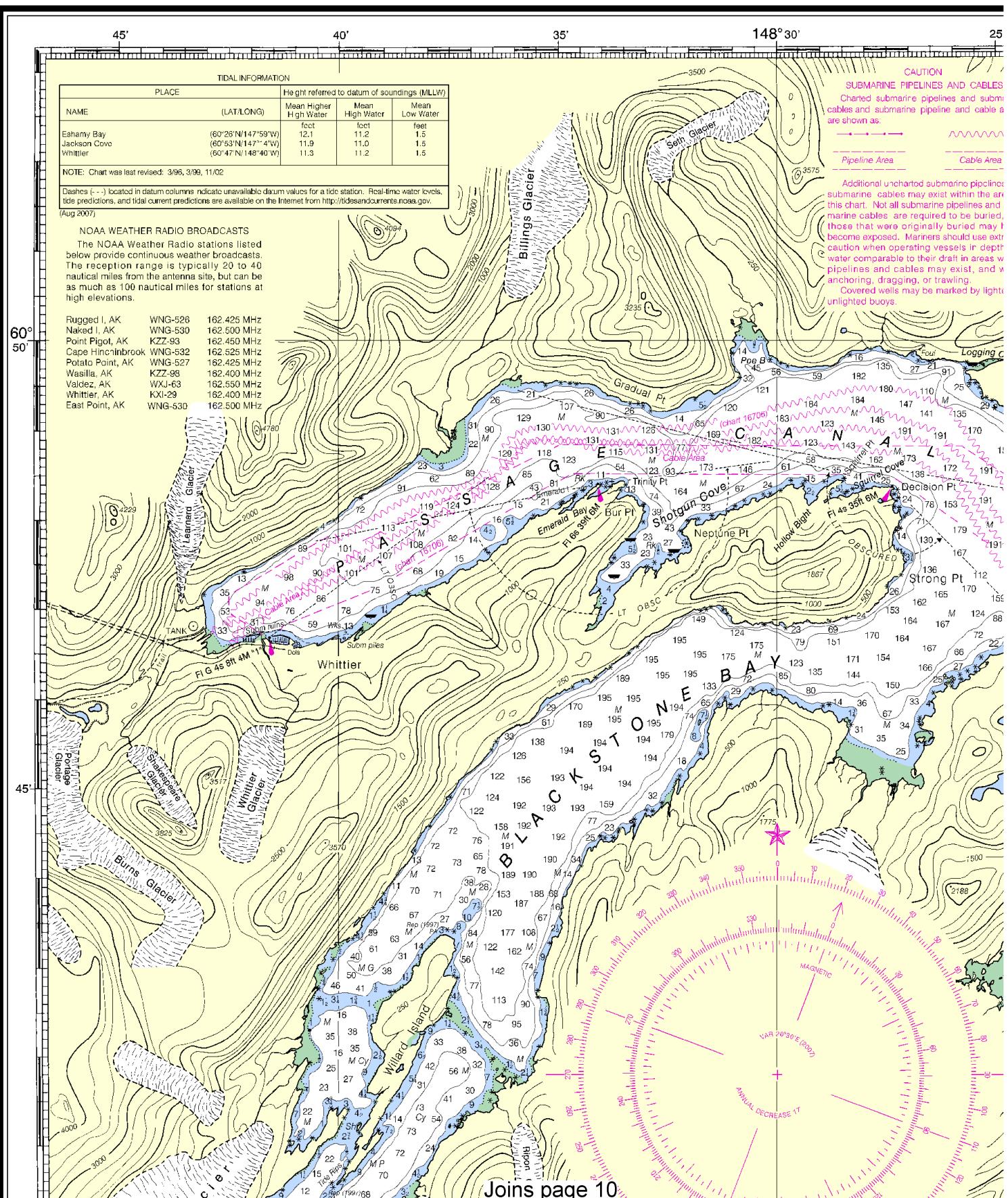


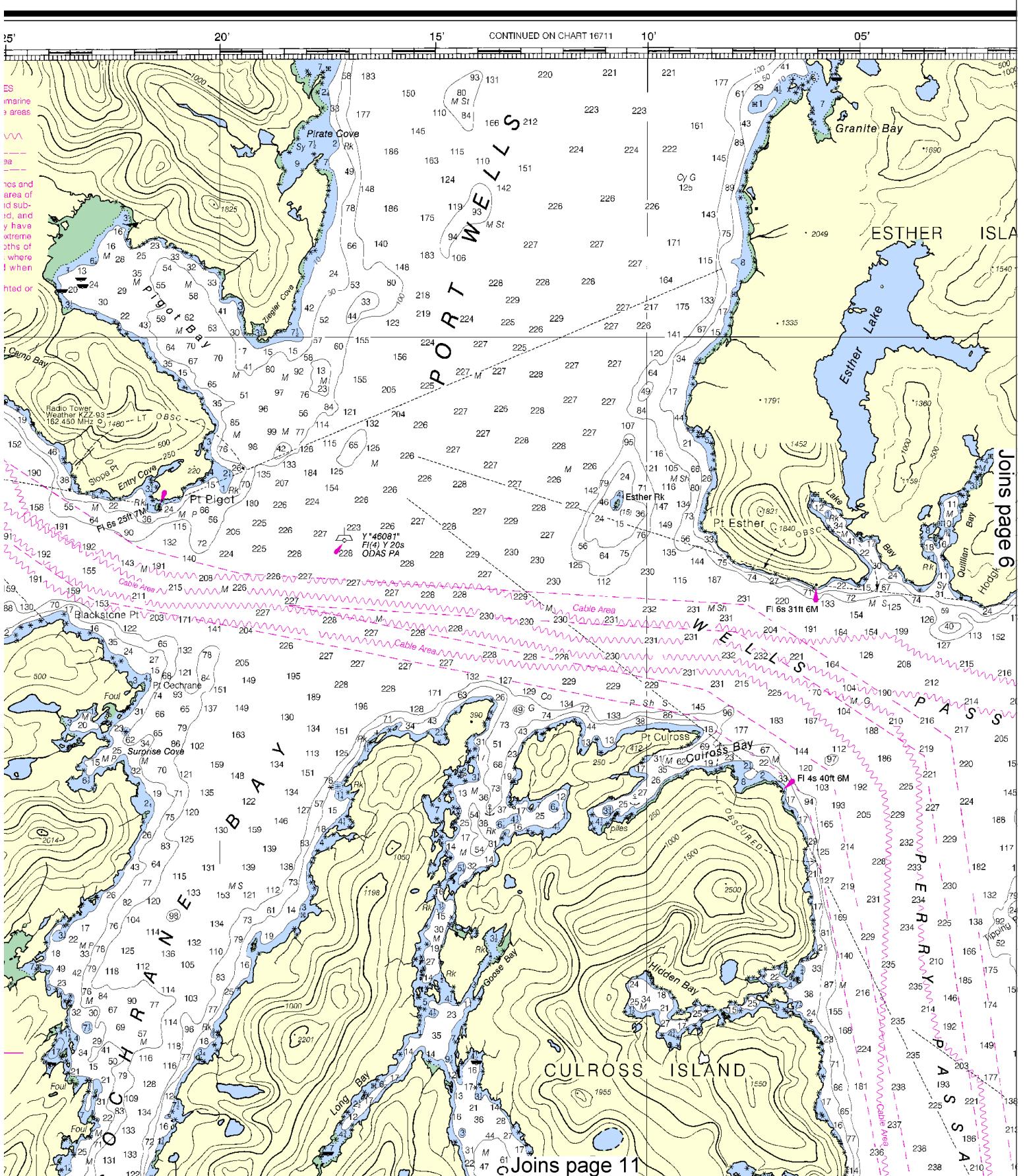
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SCALE 1:80,000
Nautical Miles
Yards

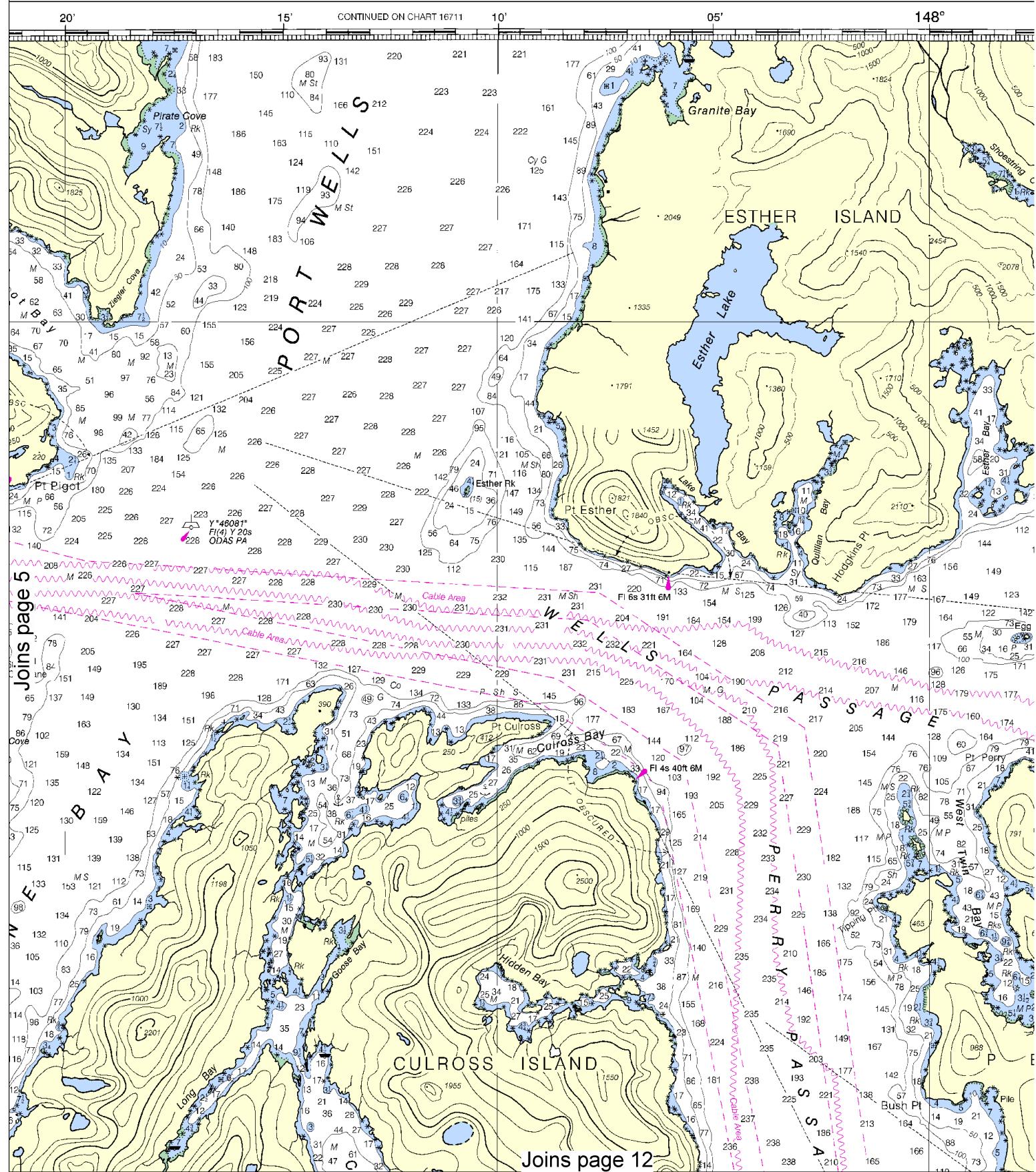
See Note on page 5.

Joins page 10





This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:106667. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



6

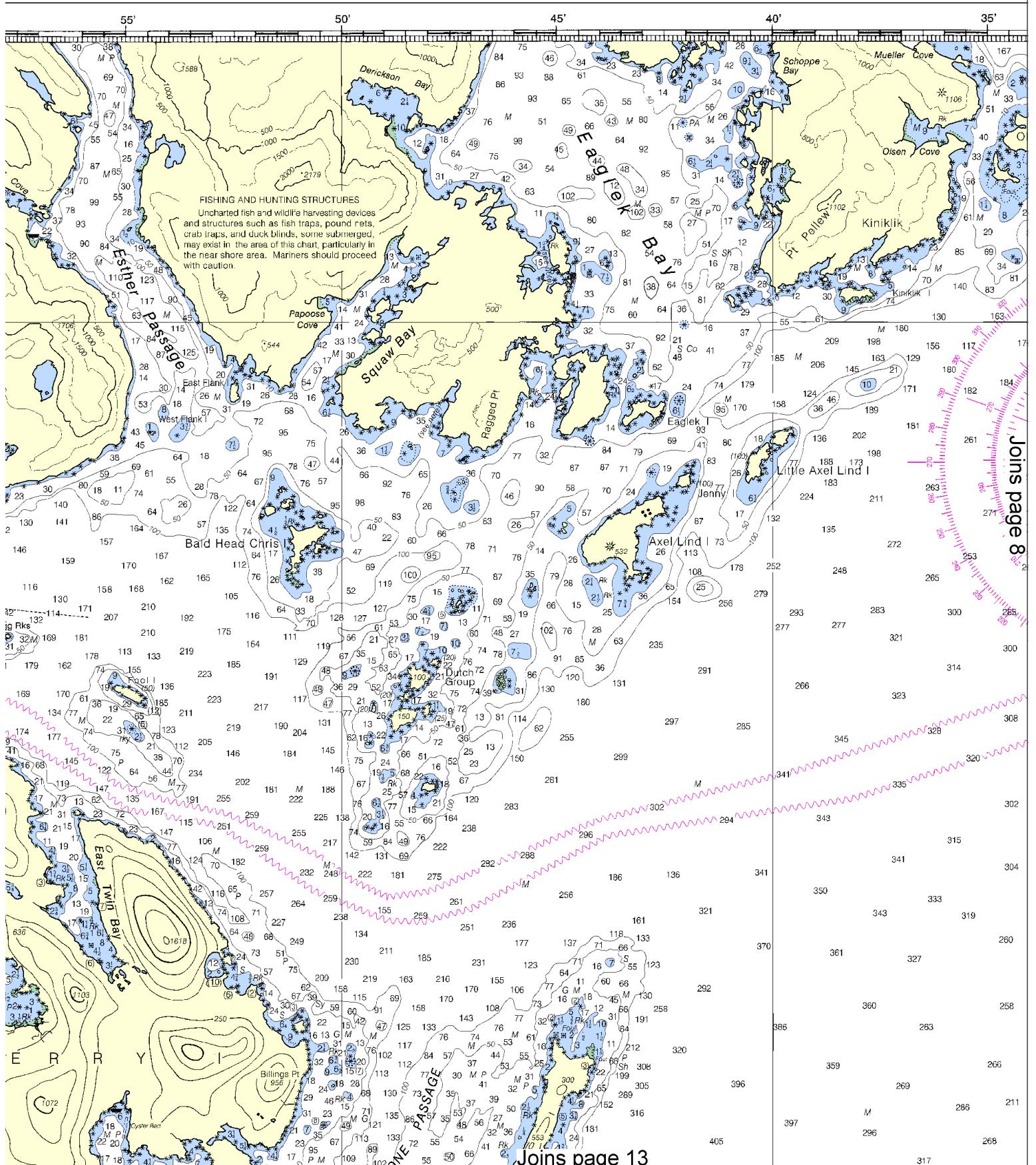


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SCALE 1:80,000
Nautical Miles

See Note on page 5.

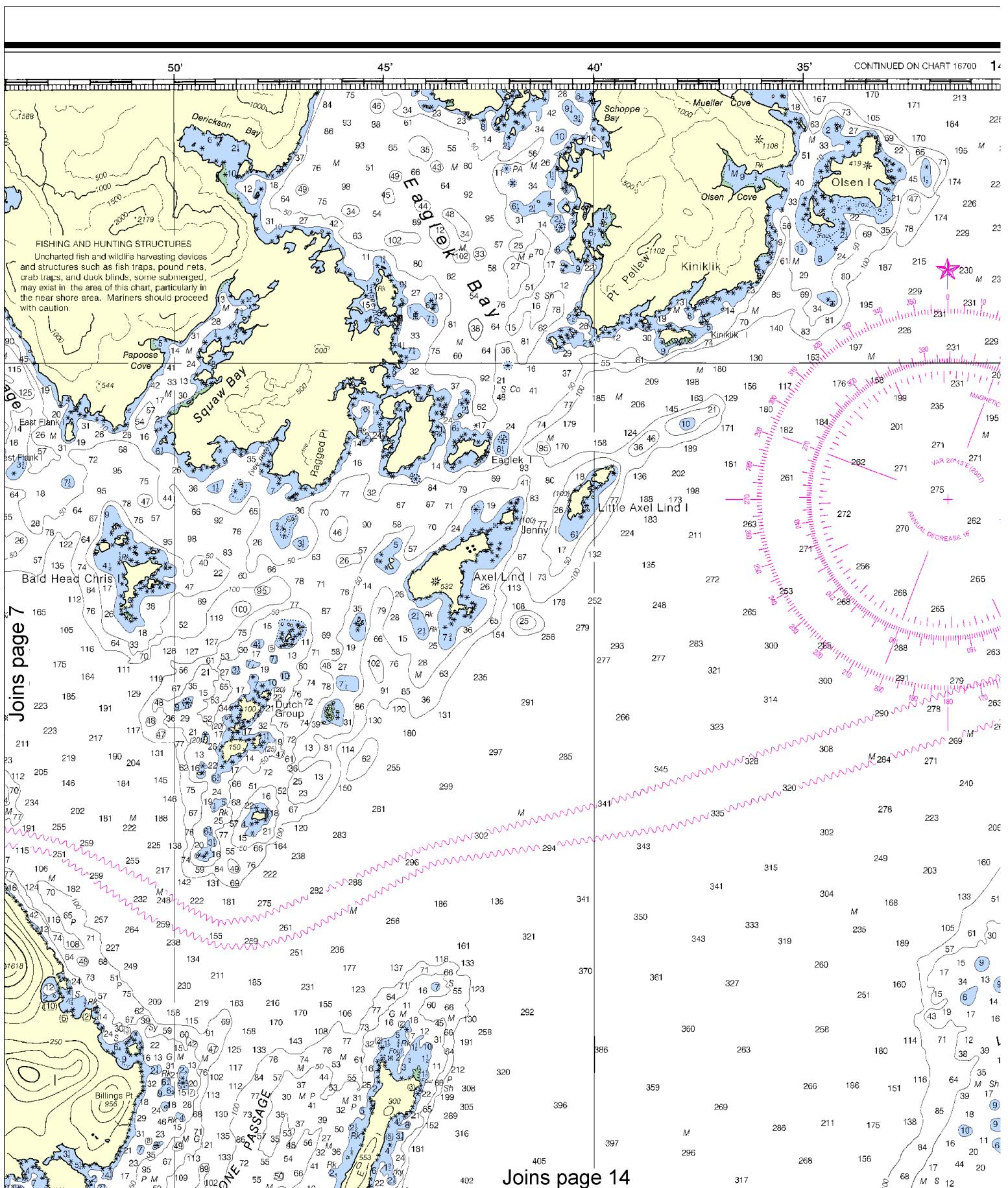
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1000 0 1000 2000 3000 4000 5000 6000 7000 8000 9000 10000
Yards



This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,

NGA Weekly Notice to Mariners: 0910 2/27/2010,

Canadian Coast Guard Notice to Mariners: 0909 9/25/2009.



8

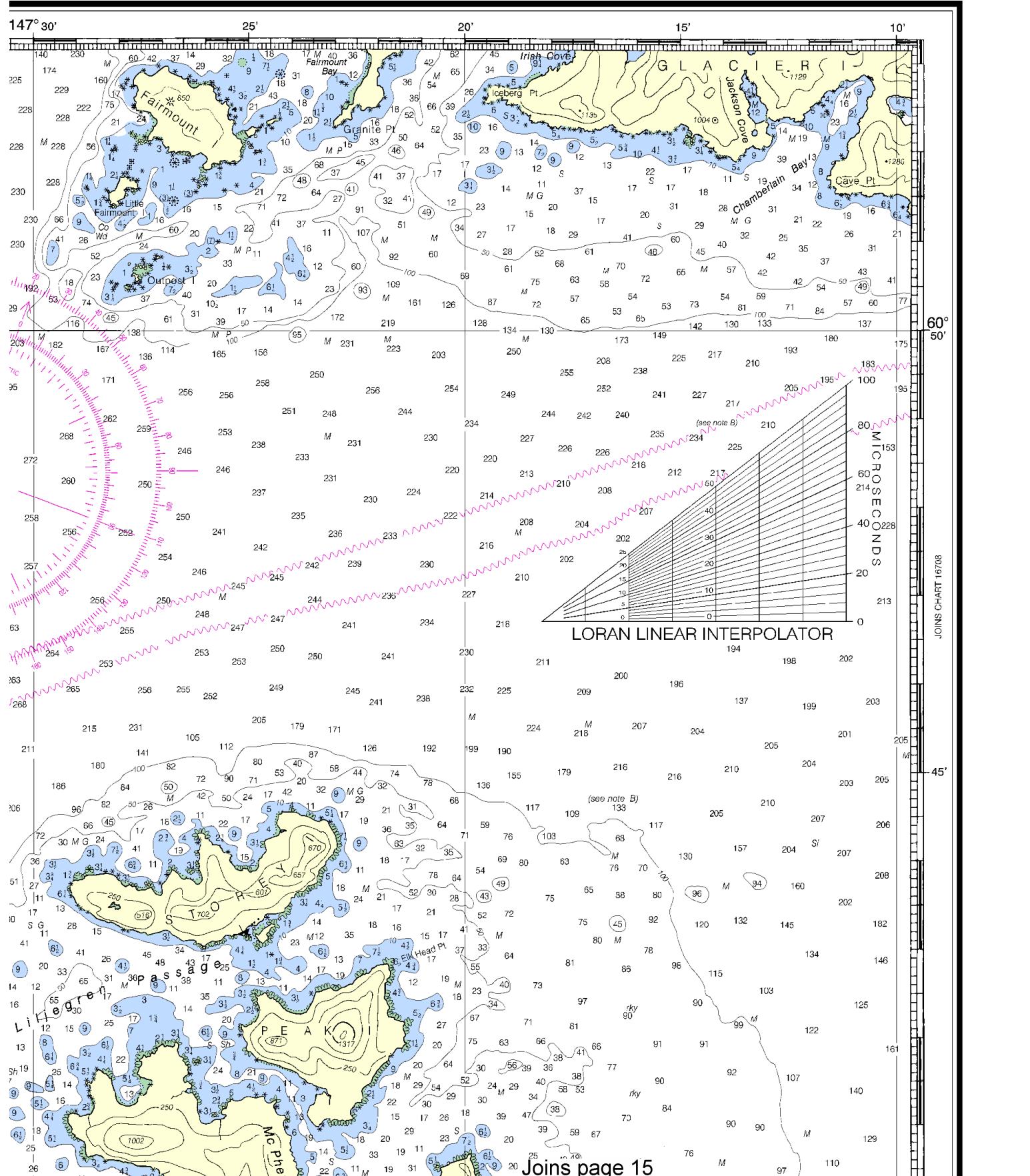


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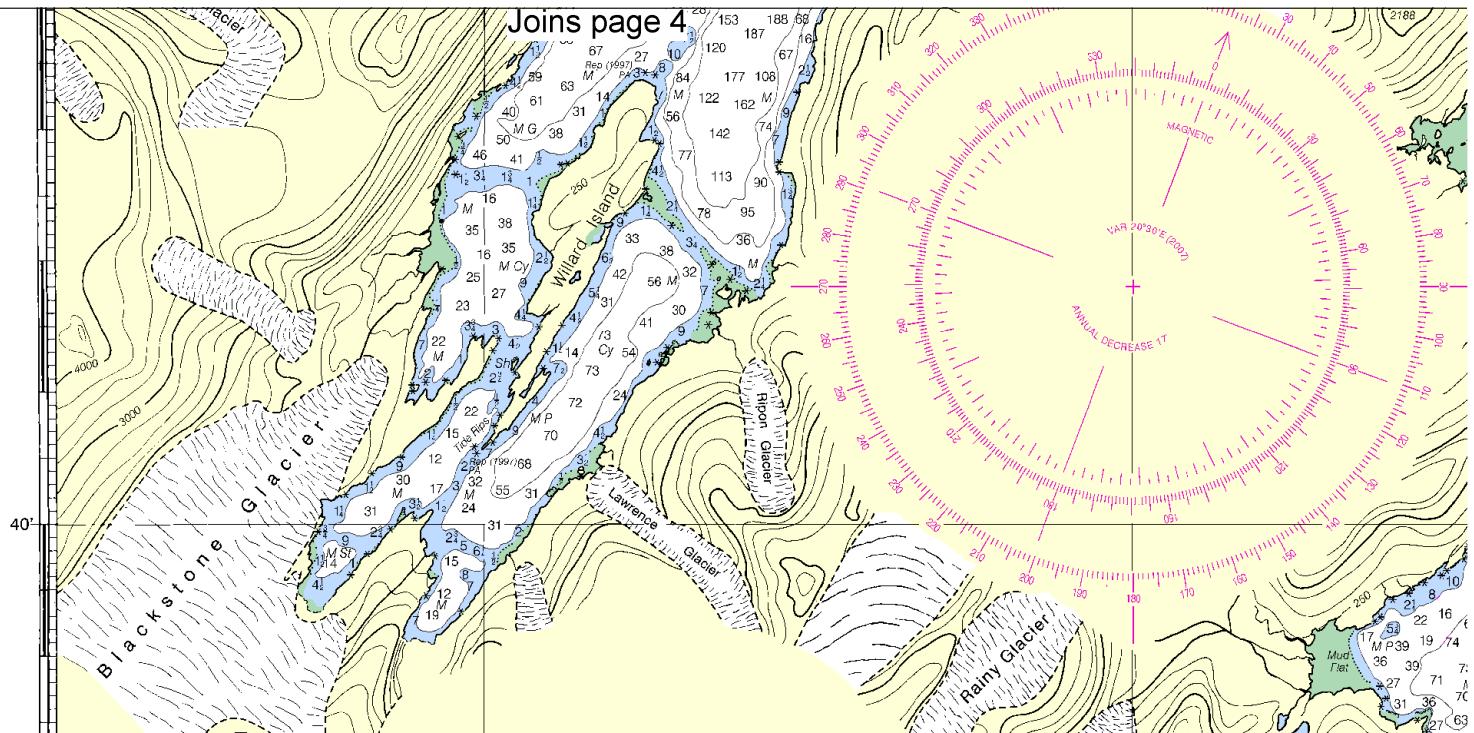
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See Note on page 5.

SOUNDINGS IN FATHOMS



Joins page 4

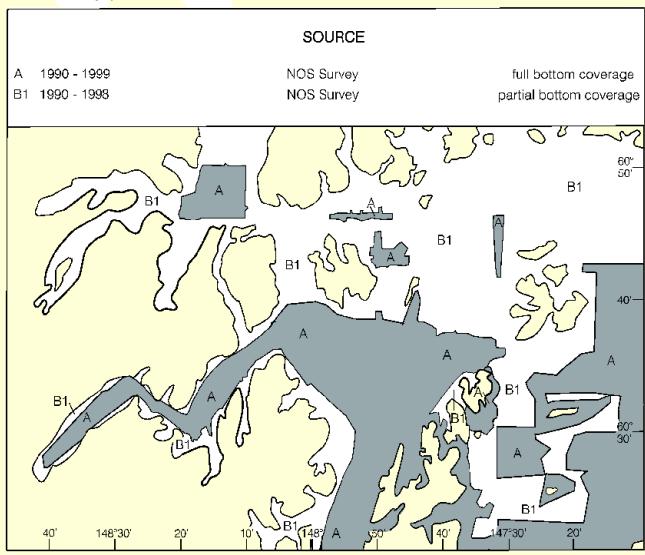


SOURCE

A 1990 - 1999
B1 1990 - 1998

NOS Survey
NOS Survey

full bottom coverage
partial bottom coverage



SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been bandied in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

Joins page 16

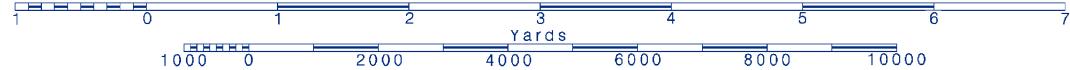


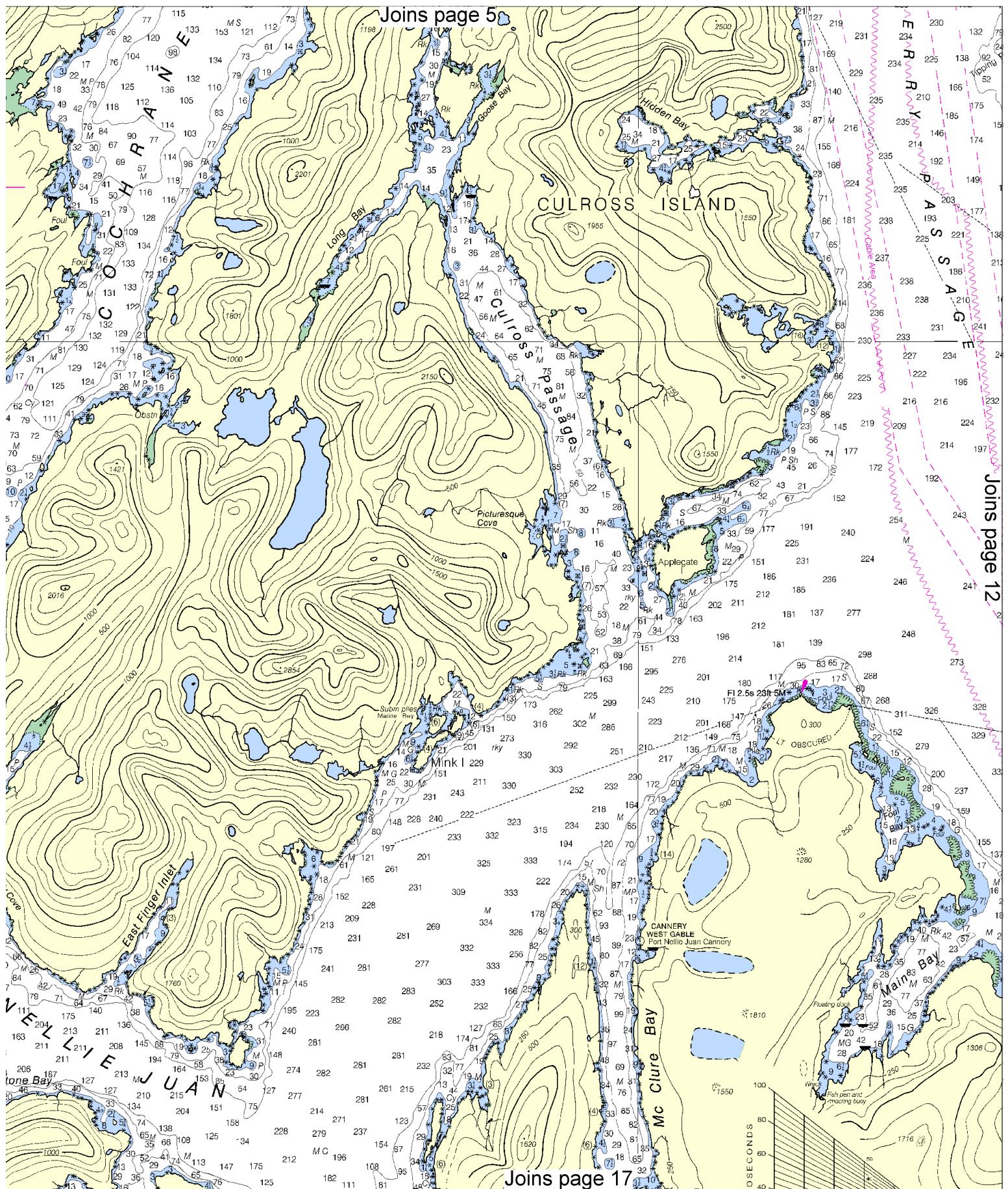
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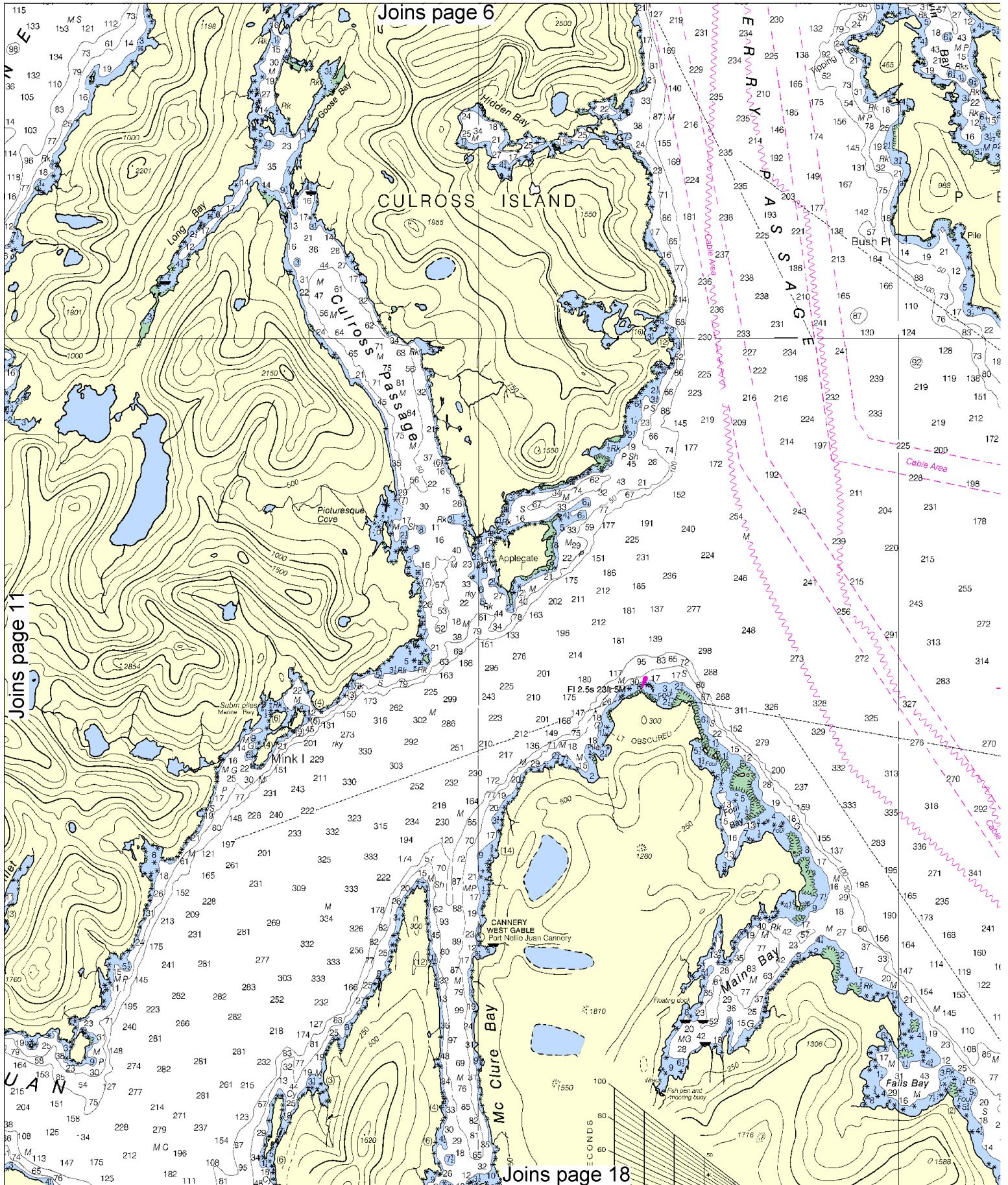
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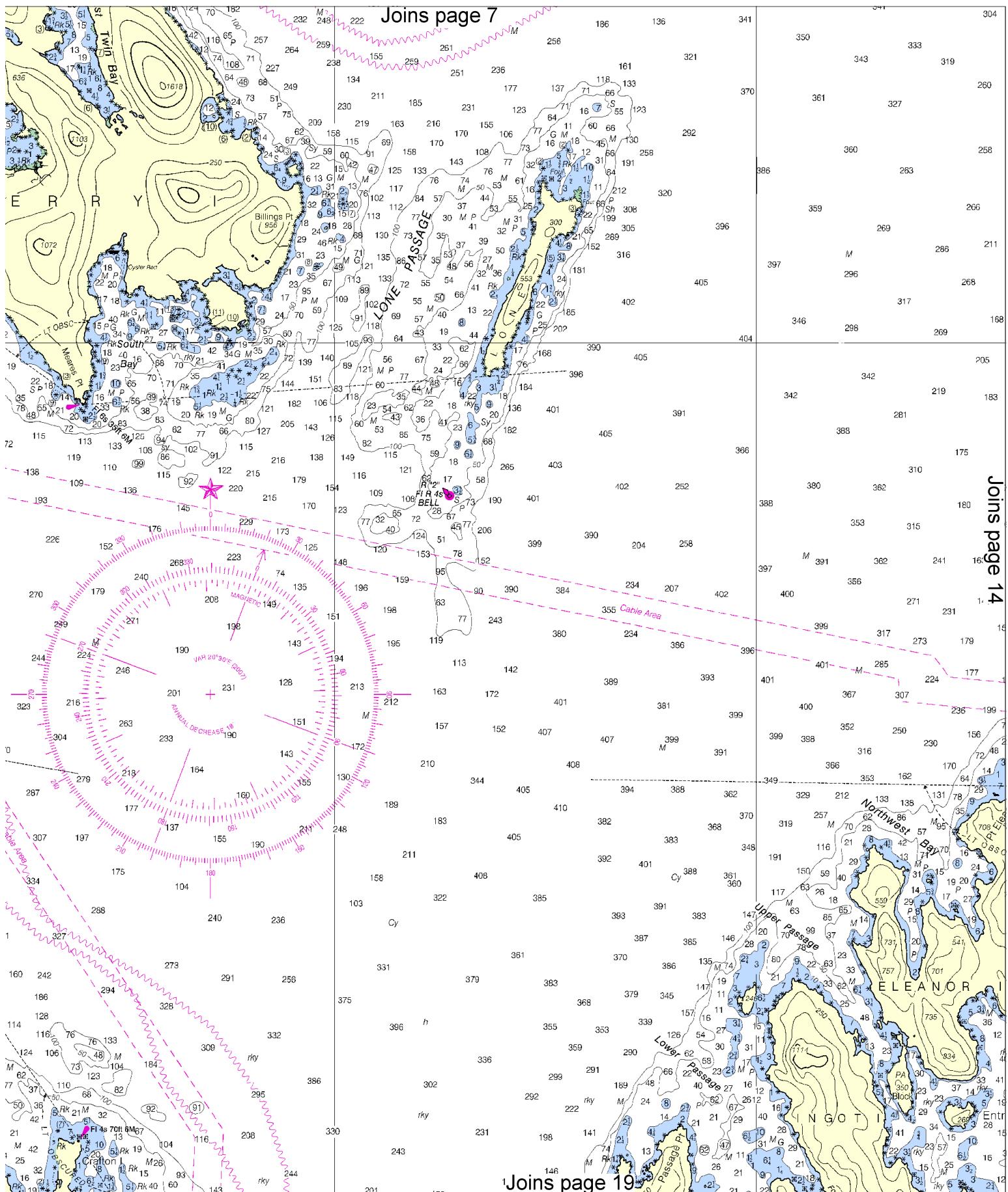
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Nautical Miles

See Note on page 5.

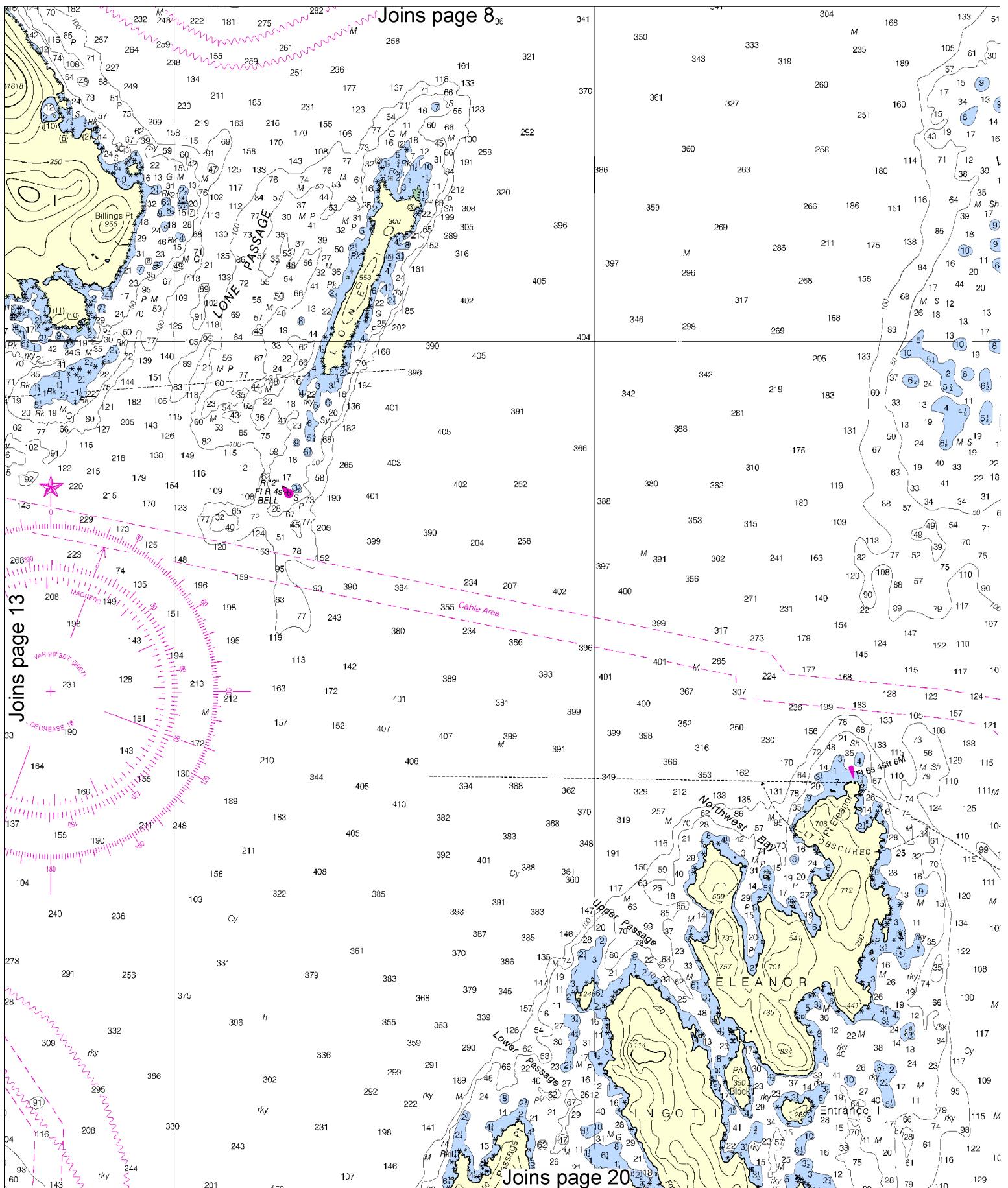








13



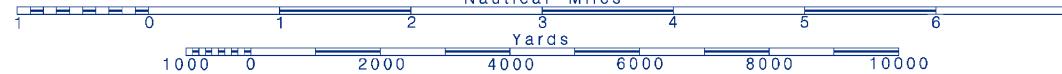
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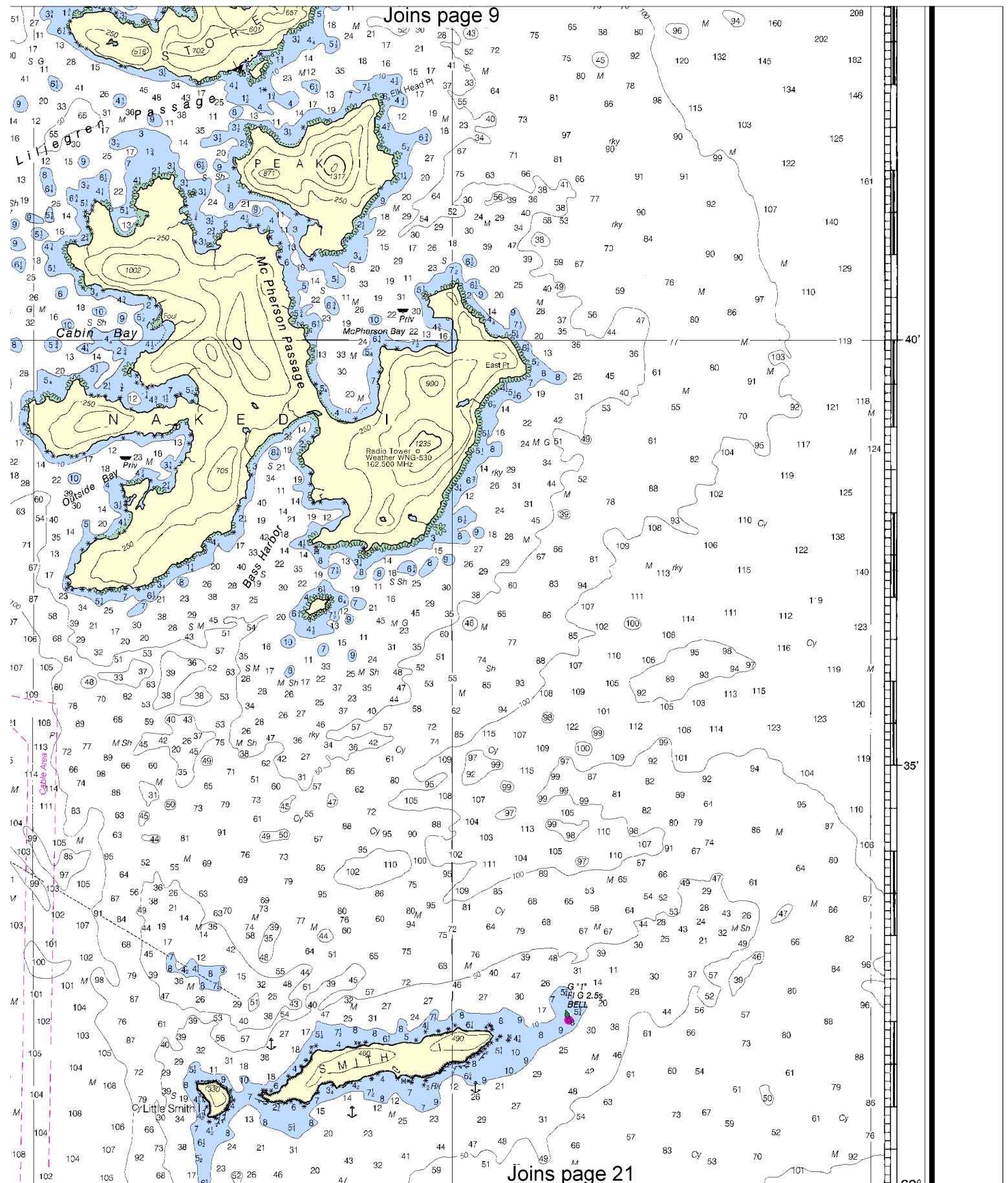


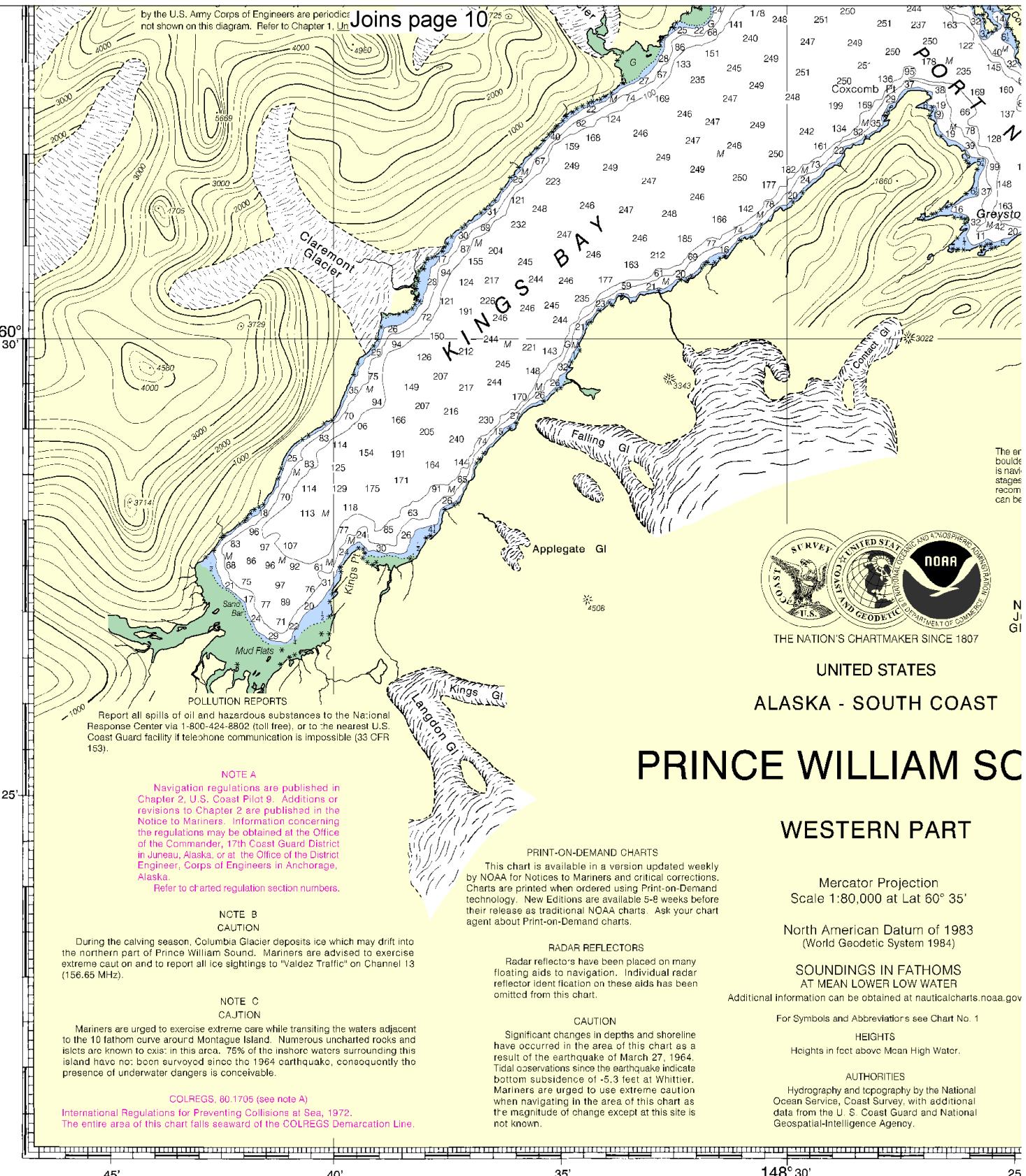
Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.







20th Ed., Aug. /07 ■ Corrected through NM Aug. 11/07
Corrected through LNM Aug. 07/07

16705
LORAN-C OVERPRINTED

CAUTION

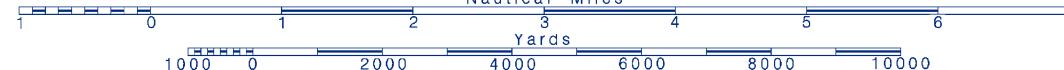
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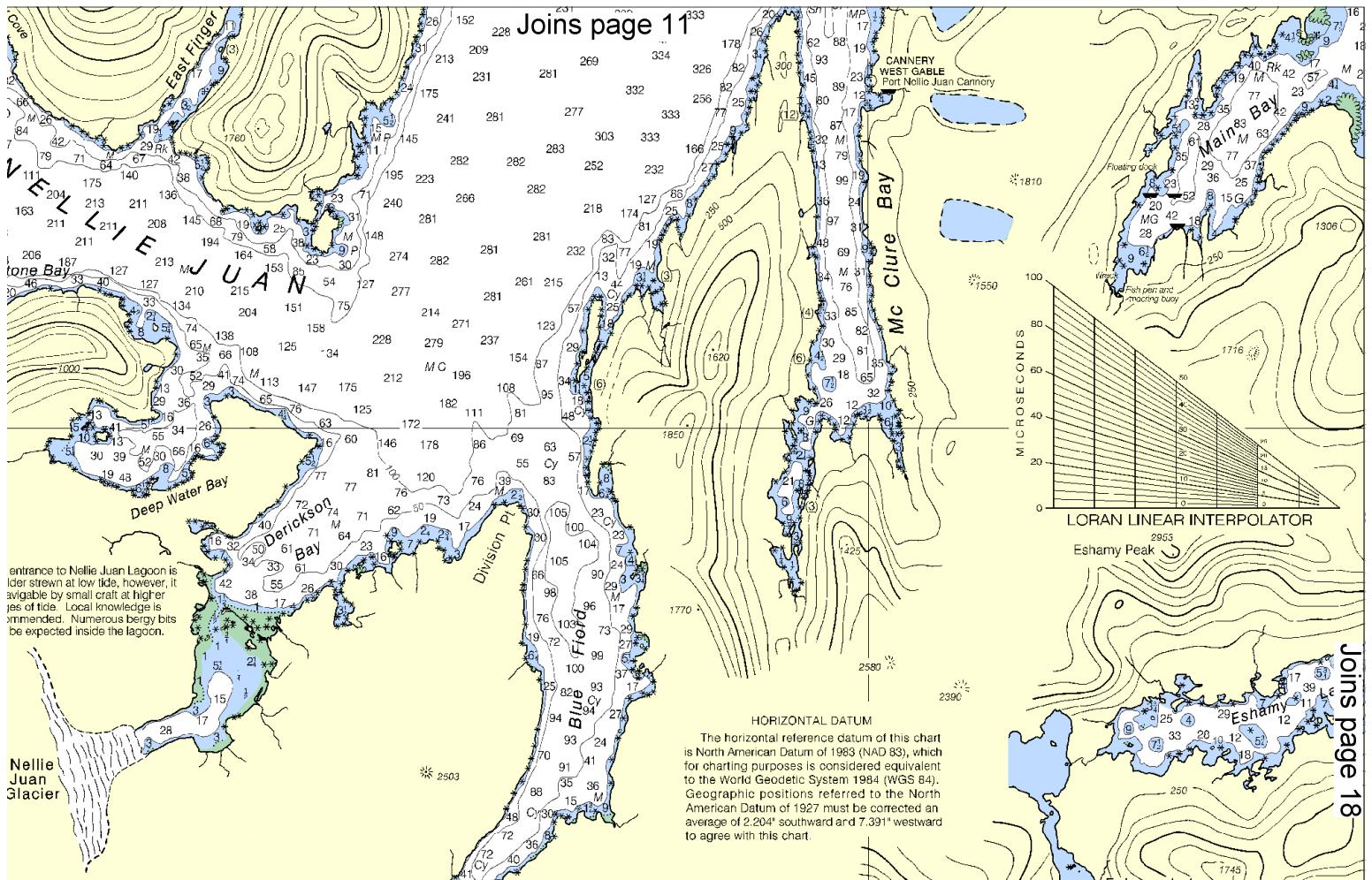
Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.



16



OUND

ov.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 9 for important supplemental information.

RATES ON THIS CHART

Loran-C correction tables published by the National Imagery and Mapping Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the 1/4 nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the fixtures inshore waters.

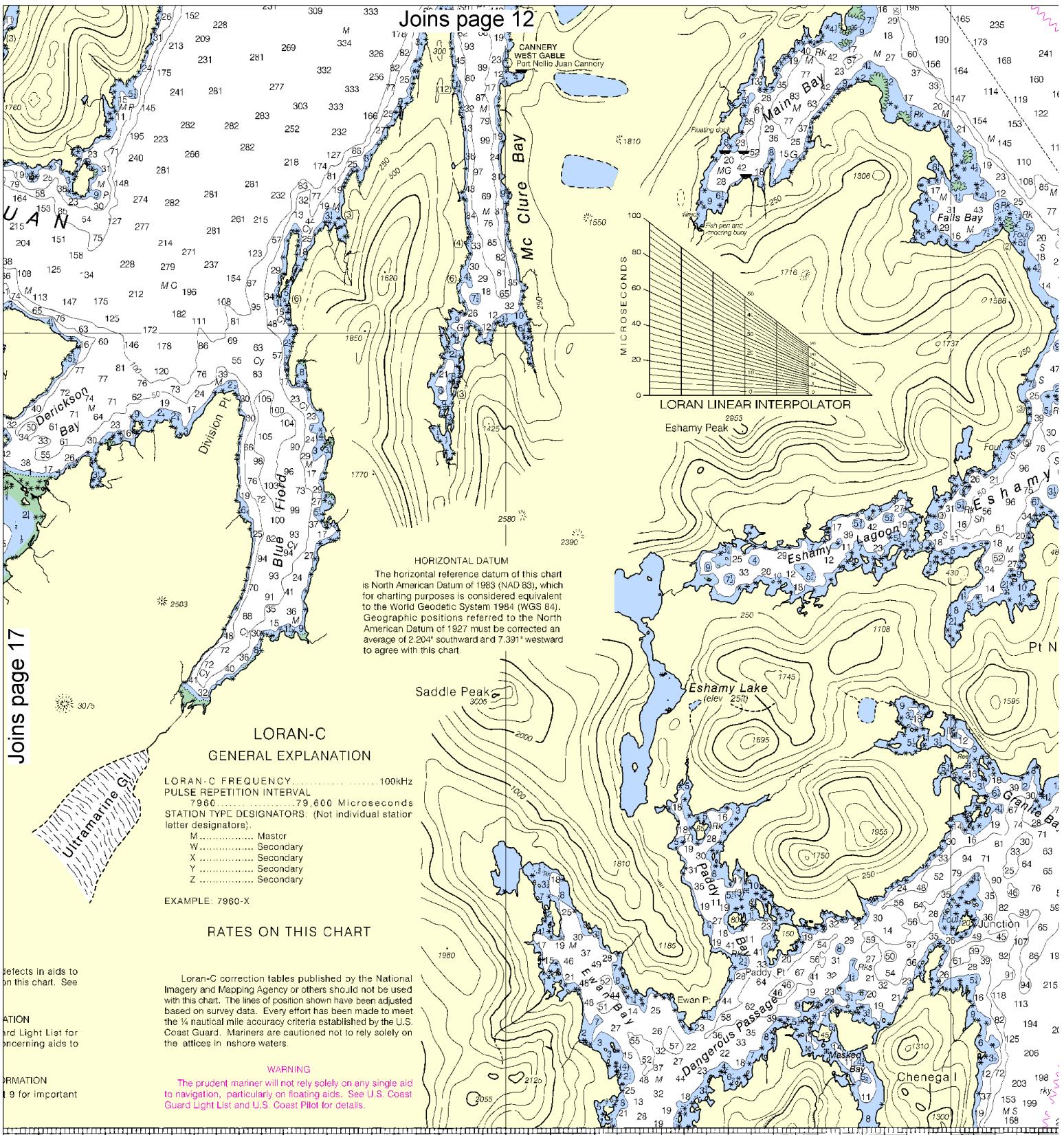
WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

25' 20' 15' 10' 05'

The National
Institutes for
the Ocean

SOUNDINGS IN FATHOMS



SOUNDINGS IN FATHOMS

Published at Wash
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18



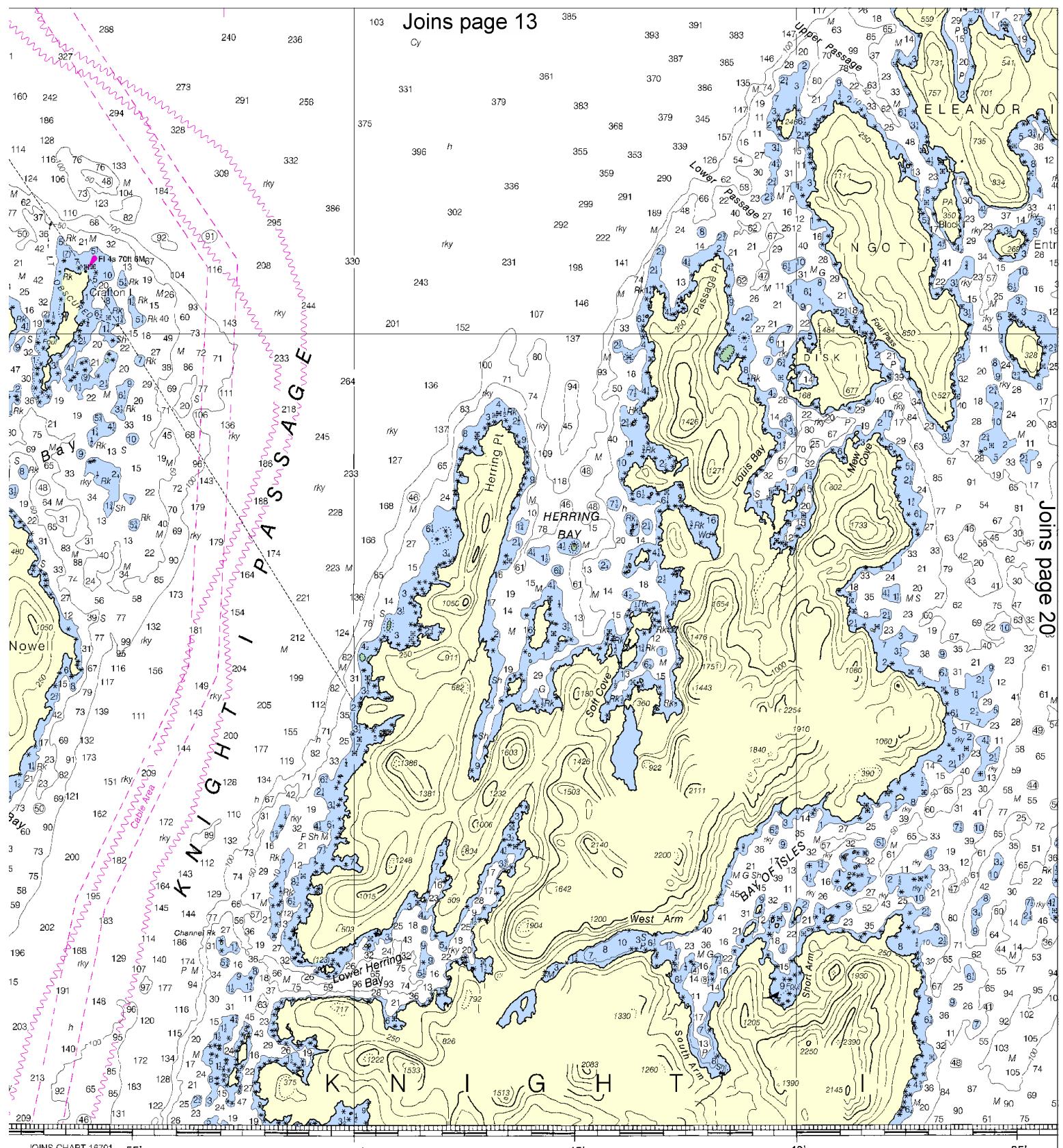
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SCALE 1:80,000
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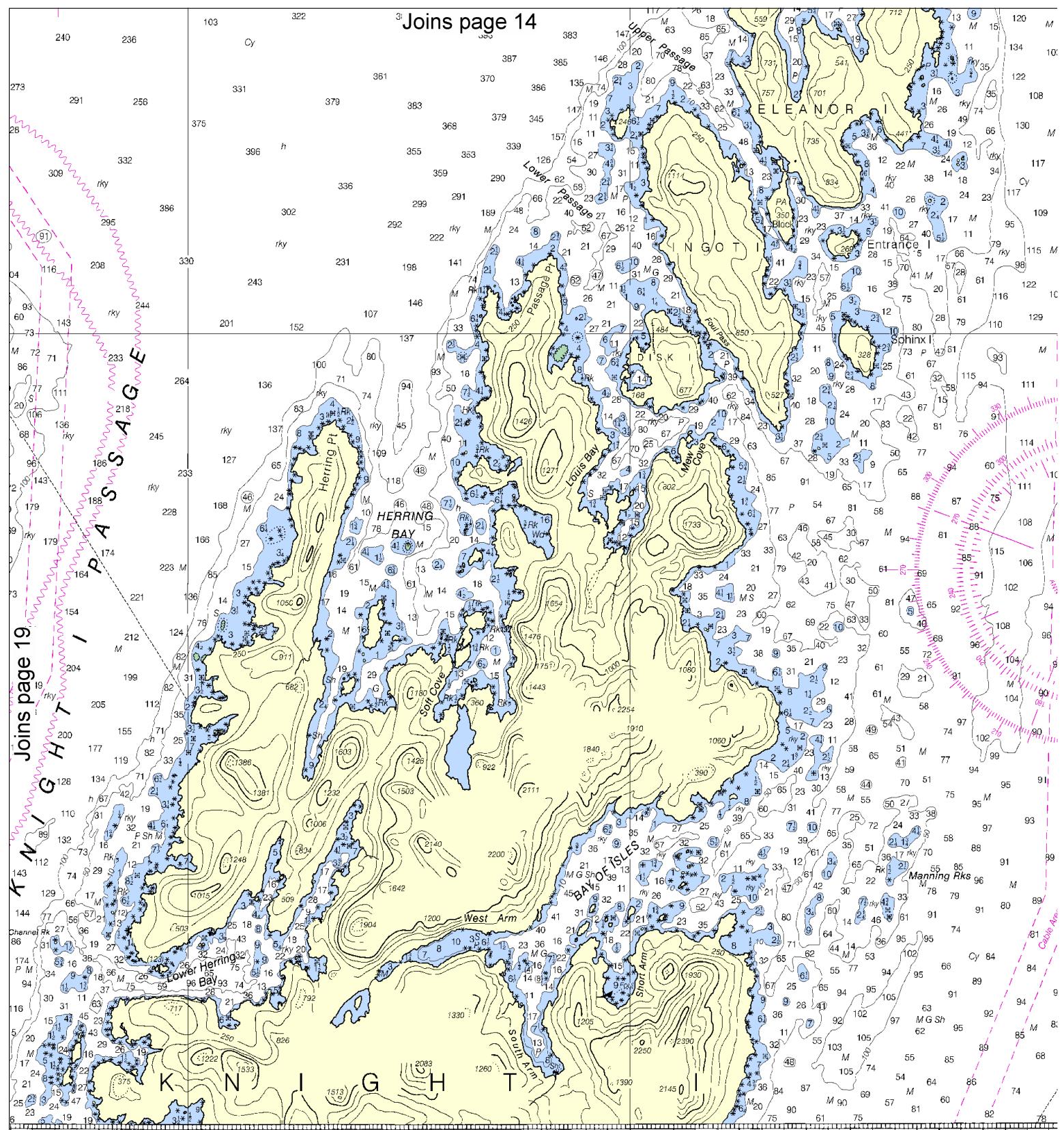
See Note on page 5.



Joins page 13



Washington, D.C.
DEPARTMENT OF COMMERCE
NATIONAL MARINE FISHERIES SERVICE
COASTAL SURVEY



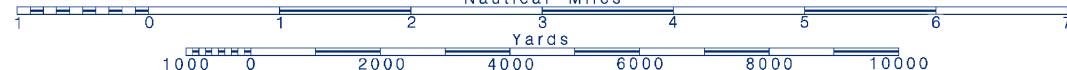
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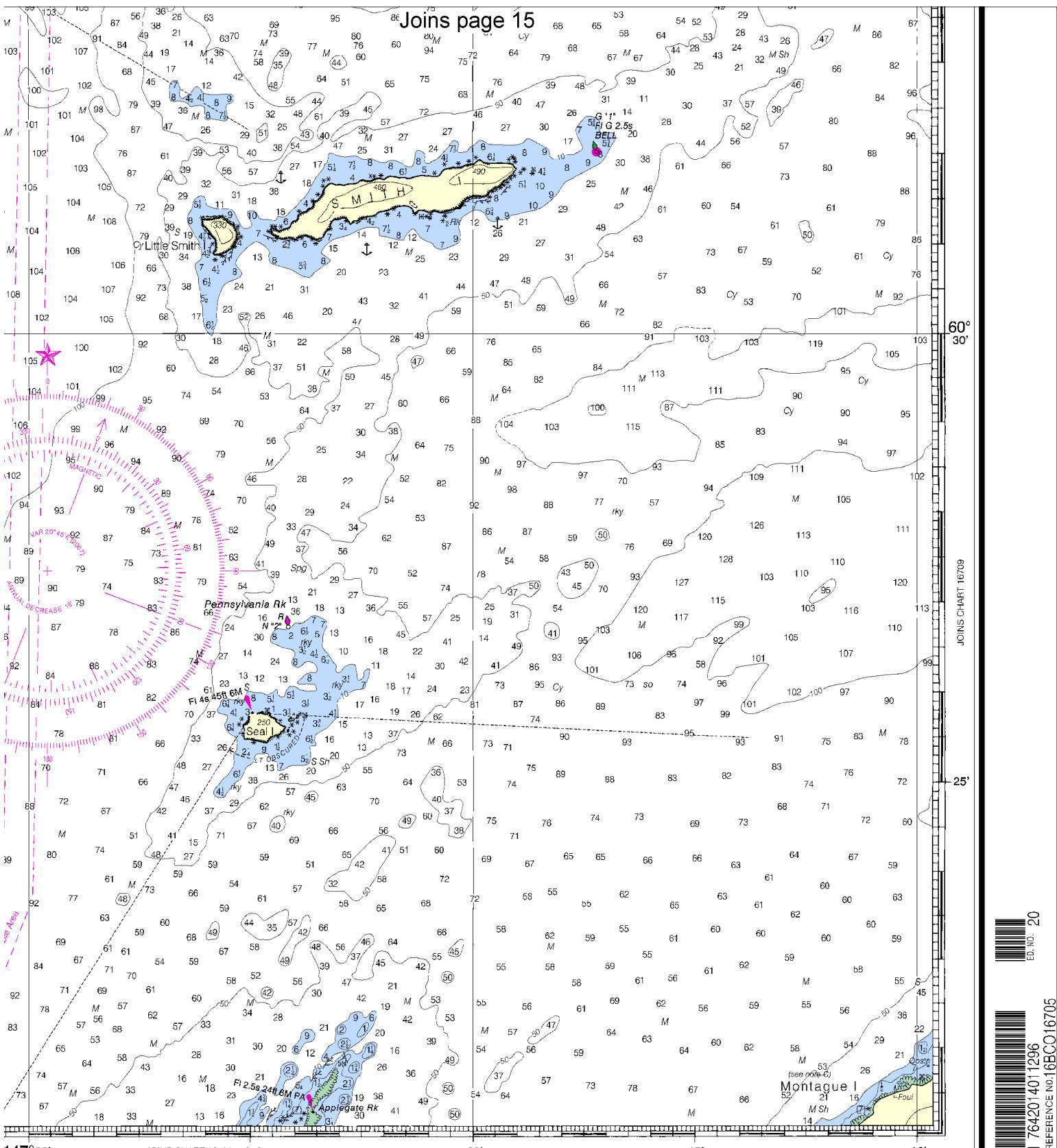
Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.



FATHOMS	1	2
FEET	6	12
METERS	1	2



Prince William Sound, Western Part
SOUNDINGS IN FATHOMS - SCALE 1:30,000

16705

LORAN-C OVERPRINTED

21

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

- Channel 6** – Inter-ship safety communications.
- Channel 9** – Communications between boats and ship-to-coast.
- Channel 13** – Navigation purposes at bridges, locks, and harbors.
- Channel 16 – Emergency, distress and safety calls** to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
- Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
- Channels 68, 69, 71, 72 & 78A** – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Search & Rescue (Pacific Coord) – 510-437-3700

Coast Guard Search & Rescue (RCC Juneau) – 907-463-2000

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENCs[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNCs[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.